

REMARKS

This Amendment is submitted in response to the Official Letter dated February 4, 2005. Claims 1, 6, 8, 9, 11, 12 and 14 have been amended to bring the claims into alignment with a corresponding European Patent Application that is currently pending. The amendments to these claims add no new material. Additionally, claims 9, 20, 28 and 37 have been amended to change their dependency in light of the Restriction Requirement discussed below. Claim 10 has been cancelled. The application now includes claims 1 through 9 and 11 through 43 with claim 1 being the sole independent claim.

In the Official Letter, the Examiner stated that there are five patentably distinct species of the operational variable of a corrective steer angle that is recited in independent claim 1. The Examiner further stated that the different species are identified by selected figures as follows:

- a. Species I is identified in Figs. 2 and 3;
- b. Species II is identified in Fig. 4;
- c. Species III is identified in Fig. 6; and
- d. Species IV is identified in Fig. 8; and

The Examiner further stated that the applicants are required under 35 U.S.C. §121 to elect a single disclosed species for prosecution on merits to which the claims shall be restricted if no generic claim is finally held allowable. The Examiner also stated that claim 1 appears to be generic.

Following a careful review of the figures and claims, applicants believe that the following claims are associated with each of the Species:

- a. Species I, identified in Figs. 2 and 3, is directed toward the operational variable of a corrective steer angle that is a function of a braking yaw moment and, accordingly, applicants believe that claims 2 through 4, 19 and 24 are readable upon Species I.
- b. Species II, identified in Fig. 4, is directed toward the operational variable of a corrective steer angle that is a function of vehicle yaw rate and, accordingly, applicants believe that claims 9 through 12, 15 through 18 and

20 through 43 are readable upon Species II.

- c. Species III, identified in Fig. 6, is directed toward the operational variable of a corrective steer angle that is a function of vehicle yaw oscillation moment and, accordingly, applicants believe that claims 5, 6, 13 and 14 are readable upon Species III.
- d. Species IV, identified in Fig. 8, is directed toward the operational variable of a corrective steer angle that is a function of lateral drift correction and, accordingly, applicants believe that claims 7 and 8 are readable upon Species IV.

Applicants hereby elect, without traverse, Species II, upon which claims 9 through 12, 15 through 18 and 20 through 43 are readable.

In view of the amendment and election, it is believed that the application is now in condition for substantive examination.